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Guaranteed to contain 5 per cent. of  
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## WATSON'S

FRAGRANT  
TOOTH  
WASH.An Astringent and Detergent—Whitens the Teeth  
and strengthens the Gums.

A. S. WATSON &amp; CO.,

LIMITED,

CHEMISTS, DRUGGISTS AND  
PERFUMERS.

## THE HONGKONG DISPENSARY,

Hongkong, 2nd September, 1907.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the  
Editor, not for publication, but as evidence of good  
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## DEATH.

On September 5th, at his residence at Macao,  
BRUNO MARIA DAS NEVES LARANJO, Roma,  
retired Brigadier Surgeon, aged 80 years. (1470  
Shanghai, Lisbon and Goa papers please copy.)LONDON OFFICE: 10A, DUS VOUEX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1907

It is not only affairs connected with Manchuria that are straining the relations between China and Japan, as mentioned in our Tokyo correspondent's telegram. There is at present a good deal of soreness on the Chinese side at least, regarding the Japanese attitude toward a long-outstanding boundary dispute with Korea. On the north eastern boundary of Korea, marching with a corner of Manchuria, between the Tumen river and its tributary, the Tumen, lies the Chientao district, (called by the Japanese 'Kanto') measuring over 260 miles latitudinally and about sixty or seventy miles longitudinally. This section was a very stormy corner during the Russo-Japanese war, and the inhabitants were so harried by one side or the other, and afterwards by bandits, that it seems a pity they cannot enjoy a little peace now. It appears, however, that more troubles await them. China and Korea have never agreed as to the ownership of this strip of territory. History says that about A. D. 1712 special commissioners from China and Korea erected the boundary stone on the watershed between the Yalu on the west and the Tumen on the east, on the south eastern slope of the Paitonshan, where it still stands with a legible inscription. But the Chinese say there has been confusion of names, between the Tumen and the Tumen, and have regularly re-opened the

dispute for many years past. There was to have been another boundary commission three years ago, but the outbreak of war between Russia and Japan prevented it. The Russians were at that time in force there, and the Korean administration of the district was rendered a farce. About three years before that, a Chinese yamen was established at Chientao, and the officials acting under instructions from Peking ignored the Korean officials and governed as if the area were unquestionably Chinese.

The Koreans never ceased to protest, however, and even sent troops to protect the Korean residents from molestation. They were powerless against the bandits who poured in after the war, as indeed were also the Chinese, and when reports reached the Japanese Resident-General at Seoul that certain Japanese settlers had been killed, in addition to the numerous complaints from Koreans, as time was lost in despatching a Japanese officer with a small force, to maintain order. The neighbouring Chinese officials resented this, as an indication that the Japanese were bent on arbitrarily settling the outstanding boundary dispute, and with characteristic mendacity they alleged that everything was so quiet and peaceful and orderly there that there could be no other reason for the presence of soldiers. There is no doubt whatever, according to information, that the arrival of a force of military police was opportune, and the Japanese Government is unlikely to refuse to discuss the old boundary question along with other matters under negotiation. The Chinese jealous dislike of the Japanese shows no abatement, and the reports of ignorant and prejudiced provincial mandarins are bound to add fuel to the flames at Peking. It is to be hoped, for China's own sake, that moderate counsels will prevail, and that the advent of Count Okuma will find both sides prepared to argue reasonably. The officialdom of China has been noticeably more "upish" lately, and the China-Japanese negotiations are therefore likely to be protracted. We do not anticipate, however, as is suggested in the extract on our third page, that there will be any "conflict."

The latest to join the Volunteers are Messrs. T. Fuller, T. G. Weall, L. B. Beattie, J. C. Pendlebury, and J. D. Woods.

A young Chinese woman, residing at 31, Pokfulam Road, committed suicide on Thursday afternoon by taking a dose of opium.

Now that there is a promise of cooler weather the Volunteers have commenced work again, three ordinary drills being announced for next week.

For stealing a quantity of zinc from a building in Cause Road, Mr. F. A. Hazeland yesterday sentenced a coolie to three weeks' imprisonment and six hours' stocks.

The Chinese taken from the Eastern Market, to the Civil Hospital with a ruptured spleen died yesterday. The four men charged with a assault were discharged and re-arrested on a charge of manslaughter.

On Sept. 1st, at the Shanghai Municipal Electricity Works was started on a trial what is believed to be the first steam turbine in China used for the generation of electricity. The turbine runs at a speed of 1,500 revolutions per minute and develops 1,350 horse power. It was built by Messrs. Parsons & Co. of Newcastle-on-Tyne.

Viceroy Chang Chih-tung is said to have written to the Waiwai protesting against the "interference" of Sir John Jordan in relation to the proposed Government monopoly for the sale of prepared opium, and urged that the Central Government "stand firm" on its rights and start the scheme without reference to outside opposition.

A Wuhan letter states that members of the Hupoh foreign-modelled Army and representatives of Education in that province have lately been occupied with the project of putting up a bronze statue of Viceroy Chang Chih-tung, in some conspicuous place in Wuhan. This having come to the ears of his Excellency he at once issued orders to stop the movement.

Three boatmen appeared before Mr. F. A. Hazeland at the Police Court yesterday, charged with exporting arms and ammunition to China. One of the defendants was found guilty and ordered to pay a fine of \$100, the alternative being two months' imprisonment. The case against the other two defendants was remanded and they were admitted to bail in the sum of \$100 each.

Many people hold the opinion that the moon has an effect upon the weather. Sir John Herschel asserted that the tendency for clouds to disappear as a full moon comes to the meridian was "fully entitled to rank as a meteorological fact." Mr. G. F. Chambers, F.R.S., "as the result of more than thirty years' observation," is firmly convinced that such is the case, and explains it as the result of our atmosphere receiving some small amount of radiant heat from a full moon when on the meridian of any place. Neither Sir William Herschel nor Sir John Herschel gave the weight of his authority to any statement as to the moon's influence on terrestrial weather more definite than the foregoing.

Mr. Keir Hardie, M.P., returned from his flying visit to Canton early this morning. Having called on Mr. Mansfield, the British Consul, that gentleman afforded the visitor every facility for seeing the sights of the City of Rams. Mr. Keir Hardie regarded the visit as one of the most interesting in his tour. On landing he was conveyed to Government House, where he passed the night. This morning he was to breakfast with His Excellency and Lady Lugard at Mountain Lodge, and will afterwards board the *Marmora* en route for India.

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The Hongkong Observatory yesterday issued the following report:—  
On the 6th at 11:34 a.m.—The barometer has fallen considerably over the Loochoos, and risen slightly in the Philippines.  
The typhoon is now situated to the South of Naha (Loochoos). It continues to move slowly northwards.  
Pressure remains high over China to the North of the Yangtze, and over N.E. Japan.  
Strong N.W. winds are expected to prevail in the Formosa Channel, and fresh N. to W. winds over the N. part of the China Sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.90 inches.  
The forecast for the 24 hours ending at noon to-day is as follows:—  
Hongkong & Neighbourhood N. winds, fresh, fair, squally.  
Formosa Channel N. winds, strong.  
South coast of China between Hongkong and Loochoos S.W. winds, fresh, squally.  
South coast of China between Hongkong and Hainan N.W. winds, moderate.

During the past few years considerable sums have been advanced to the Korean Government by Paris bankers and other French financiers, and M. Pierre Giffard, who was in Korea for some time, now raises the interesting question, How are these liabilities to be met? In 1901 certain Paris banking firms lent Korea \$240,000. Then came the transformation of the Munt, the construction of the railway from Seoul to Wiju, and the creation of the 37 post-offices and of several schools by the agents of the French Administration. The railway alone cost \$220,000, so that altogether the total of Korea's indebtedness to French financiers, in respect of the matters above indicated alone, may be put at about \$30,000,000. Will Japan (asks M. Giffard) liquidate these sums?

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—  
Overture..... "Don Juan"..... Mozart  
Valse..... "Tres Jolie"..... Waldteufel  
Selection..... "Cavalleria Rusticana"..... Mascagni  
Song..... "The Holy City"..... Adams  
Selection..... "Dorothy"..... Collier  
Intermezzo..... "Forget-me-not"..... Maubush  
Dinner Music..... "Hors d'œuvre—Eggs on Aspic. Soup—Milk Turtle. Fish—Baked Fish and Parsley Sauce. Entrée—Grilled Fillet of Beef and Mushrooms. Stewed Mutton and Green Peas. Cucumber and Garden. Curry—Dry. Joint, &c. Roast Sirloin of Beef and Horseradish. Roast Chicken and Dress Sauce. Baked Australian Bacon and Spinach, Cold Cauliflower and Plain Salad. Sweetie—Caramel Pudding, Strawberry Ice Cream and Finger Cake. Tipsey Cake. Welsh Kneish. Dessert—Coffee—Fruit.

To swim for one mile with manœuvred wrists and ankles would be a feat too much for most swimmers. To swim for nine miles in such circumstances appears impossible. Yet this extraordinary feat has lately been accomplished by a Frenchman named Jules Gantier over the course between Richmond Bridge and Putney Bridge. His wrists and ankles were tightly bound, and he propelled himself, swimming on his right side, by pulling his hands from over his head in a sort of overhead stroke; his head going right under water every time. Gantier swam the first three miles in 43 minutes 35 seconds. He was under Kew railway bridge (four miles) in 5 minutes 15 seconds. Swimming quite steadily and easily, till though he was, he reached Hammersmith in 2 hours 19 minutes, and Putney-bridge (nine miles) in 2 hours 54 minutes. The swimmer, who is fifty-one years of age, challenges the world in this method of swimming, and shortly will swim through Paris under the same conditions.

## SUPREME COURT.

Friday, September 6th.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

MANY ACTIONS.

No fewer than 26 actions were set down in the list against the Tak Lee Lung, aggregating \$14,777.89. Seven judgments have already been given against the firm amounting in all to \$6,743.97. It will be remembered that Li Chi Chin was a partner in the firm, and against that decision an appeal is being made to the Full Court.

Mr. Gardiner, who appeared for Li Chi Chin, asked that all the cases be adjourned sine die upon his client giving security for the amount of the claims.

His Honour—And the costs?  
Mr. Gardiner—Yes.  
His Honour—Will you give an undertaking that, in the event of the appeal going against him, he will consent to judgment?

Mr. Gardiner—No. It may be that some of the cases are bogus. We would like a chance of fighting.

His Honour—I am not going to hear the 26 cases. They are all promissory notes.  
Mr. Gardiner—It is a question whether the money was lent to the firm or to Lai Hing Pong, the other partner.

His Honour—All right. Monday morning, one after the other.

## KEIR HARDIE.

Mr. Keir Hardie, M.P., returned from his flying visit to Canton early this morning. Having called on Mr. Mansfield, the British Consul, that gentleman afforded the visitor every facility for seeing the sights of the City of Rams. Mr. Keir Hardie regarded the visit as one of the most interesting in his tour. On landing he was conveyed to Government House, where he passed the night. This morning he was to breakfast with His Excellency and Lady Lugard at Mountain Lodge, and will afterwards board the *Marmora* en route for India.

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## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## FIGHTING IN MOROCCO.

LONDON, September 6th.

Further fighting has taken place at Casa Blanca. International complications are now feared.

## ANARCHY IN ANTWERP.

LONDON, September 6th.

The fire started by the rioters in Antwerp raged for nineteen hours, and has now been brought under control. The situation is very grave.

## CHINA AND JAPAN.

SPECIAL ENVOY TO PEKING.

Tokyo, September 5th.

In consequence of the strained relations between Japan and China, in connection with various negotiations respecting Manchuria, a good deal of speculation has been evident concerning the recent meeting of Viscount Ito and Count Okuma.

It is now reported that Count Okuma, though in opposition to the Government party, is about to visit China as a special envoy, a diplomat of the greatest possible influence being deemed necessary. Count Okuma's ability and his influence at Peking are universally acknowledged.

[REUTERS' SERVICE.]

## THE UNITED STATES AND THE PHILIPPINES.

LONDON, September 4th.

Some of the American papers are agitating for the sale of the Philippines, statistics published showing that the cost to the United States is already \$80,000,000.

## THE COURT MARTIAL ON THE STRANDING OF THE "COMMONWEALTH."

LONDON, September 4th.

The Court Martial on the stranding of the "Commonwealth" found Captain Browning guilty. In default of negligence he was reprimanded.

## SHIPPING STRIKES.

LONDON, September 4th.

A conference of British and Continental Shipping Federations will be held in London in October with a combined resistance in case of strikes.

## MOROCCO.

LONDON, September 4th.

A reconnaissance in force from Casa Blanca on the 3rd instant was heavily attacked on all sides, six miles from the town; after several hours' fighting the enemy was driven off and the camp regained.

## AMERICAN STATE RIGHTS.

There seems some justification for the fear that, inflamed by popular prejudice, the States may follow the lead of North Carolina in attempting to enforce oppressive anti-railway legislation. Alabama and Arkansas have both attacked the railways on an issue which the *New York Tribune* calls "intolerant."

They have forbidden foreign corporations when and by a native State to carry the cases to the Federal Court upon pain of suspension of their licenses to do business. This means the penalization of citizens and corporations of the United States for appealing to the Courts of their own country and is clearly unconstitutional. Nevertheless, the States are attempting to enforce the law against two important railways. In the case of Alabama a Federal Judge some time since suspended the law. Undeterred by his decision, the authorities have proceeded to enforce it. They have cancelled the business licence of the Southern Railway, and according to the latest reports, show no sign of retreating from their position. Nor does the railway, and the Governor of the State is said to be considering the advisability of calling a special session of the Legislature with a view of finding means of coercing it. It is, however, thought here that he will eventually listen to reason.

The Arkansas campaign only opened on August 5th when the Federal Judge forbade the State to revoke the licence of the Chicago, Rock Island, and Pacific Railway.

In Virginia a struggle not unlike that in North Carolina has been in progress. On an appeal of the railways, the Federal Circuit Court suspended an order of the State Corporation Commission enforcing a two-cent railway rate. After a deadlock lasting several days the railways have given in, and the law now comes into operation, not later than October 1, pending the final decision of the United States Supreme Court. In this case, besides the legality of the rate law, various questions concerning the power of the State authorities are said to be under dispute.

Commenting upon the situation, the *New York Tribune* explains it as a reaction from times when the railways of the South scandalously controlled the State Legislatures and Administrations. In the last two years the demagogues have gained the upper hand and feel that only by treating the railways with unbecomingly forcible can they convince the people of their sincerity. The *Tribune* deprecates this spirit as likely to be very harmful to the South in its present half-developed state.

## HONGKONG HOTEL COLLAPSE.

INQUIRY REGARDING THE DEATHS.

The inquiry into the cause of death of a native who was killed in the collapse which occurred at the old section of the Hongkong Hotel on the 1st ult., was continued before Mr. F. A. Hazeland and Messrs. J. D. Morrison, H. L. Mable and F. E. McHugh, jurors, at the Magistrate's yesterday afternoon.

Mr. G. E. Morrell, Crown Solicitor, appeared on behalf of the Government. Mr. H. W. Looker, of Messrs. Dacon, Looker and Deacon, represented the Hongkong Hotel Co., and Mr. M. J. D. Stephens watched the case on behalf of Messrs. Kuhn and Komor. Mr. G. Blood was again called. He said the dead load the pillars would have to carry would be about 140 lb. to the square foot. The total load each pillar would have to carry was calculated at forty tons. It was impossible to say what the crushing weight would be. Previous to the collapse the hotel had been fitted with electric lifts. These started running the day before the collapse. They caused practically no vibration. The origins room was in the old part of the building, north of the collapse. It caused vibration, but not to any great extent. In the middle of July last a partition wall at the rear of Kuhn and Komor's shop was taken down. The removal of this wall did not weaken the building. On the afternoon of the collapse, shoring was being erected, not removed. Witness was superintending it.

By Mr. Looker—There were quite a number of blue brick pillars in the Colony supporting two stories. Some of them had been in existence from twenty to forty years. In the old days it was customary to build the first floor and walls of buildings with blue brick. There were quite a number of Chinese houses existing with blue brick walls carrying two stories. The quality of blue bricks varied considerably; the best quality would be better than red brick. Blue bricks were not much used in Hongkong now. It was not permissible under the Building Ordinances to build pillars and walls of blue brick if there was a story above. This had been the case since 1902.

What did you mean last time when you said the present pillars were architecturally wrong?—I meant, wrong according to present day standards.

By present day standards do you refer to the standards of the Building Ordinances?—Yes.

Proceeding, witness said there were many blue bricks in the Colony perfectly good after having been in use for many years. He examined the blue bricks forming the pillars of the collapsed portion, and found them much better than the average quality of blue bricks one sees nowadays. Parts of the blue bricks came away loose, but the majority of the bricks he saw in pillar No. 4 to be an old one because there was dirt inside it, and the edges were smoothed off. Witness had had large experience in forming an opinion as to cracks in brickwork, as he constantly met with them in the course of his business. So far as he could judge the crack was at least one or two years old. The work being carried out in the northern portion of the building could not possibly affect the stability of the collapsed portion. The main walls of the collapsed portion of the building were composed of blue brick. The shock of the collapse would put a severe strain on those walls. Witness had inspected them and they showed no signs of strain. The two pillars which were being rebuilt had to carry fifty per cent. more weight than the other pillars along the verandah. This was on account of brick arches carrying wooden floors running across from the east wing to the main building. The shoring which was being carried out under the north portion of the verandah which did not collapse, was being done in an effective manner. In fact, it could not have been carried out in a more effective manner. Since the last hearing, witness examined pillar No. 6. It did not appear to have been broken off in a different way to the rest of the pillars. No electric lift had been inserted in the east wing where the collapse took place. Any vibration caused by working the engines in the main building would not cause any extra strain to be put on the pillars of the east wing of the building. There was a thunderstorm at the time of the collapse. During such storms buildings were subject to perceptible tremors, and these were calculated to try their stability. He thought the thunder storm which occurred at the time of the collapse was a factor in causing the fall of the pillar.

By Mr. Morrell—In any circumstances witness would not have built the pillars of blue brick. Witness had not yet furnished his annual report.

Mr. B. L. Frost said he was an employee in the Telegraph Co., and lived in the old portion of the Hongkong Hotel. On the evening of the collapse witness was in his room. Three or four minutes before the collapse he was at a friend's room on the fourth floor of the east wing. There was a thunderstorm and he noticed a flash of lightning immediately prior to the collapse. Then he heard the sound of the collapse within a few seconds.

Mr. Morrell—Do I understand you to infer the building was struck by lightning?—Not at all.

Mr. T. L. Perkins, executive engineer in the Public Works Department, stated that it was part of his duty to approve plans for alterations to buildings. The plan for certain alterations to the Hongkong Hotel was submitted in May, and approved by witness after an inspector had visited the premises and reported. The alterations were to erect concrete floor and roof over the east area and Kuhn and Komor's shop. On the night of the collapse witness went to the hotel and took charge of the shoring.

Several times since then he had examined the scene of the collapse. The great portion of the debris came down in large lumps, but some of it came down separately. The inference to be drawn from the fact that it came down in large lumps was that the pillars were well built. Witness had seen a great many collapses, especially in Hongkong. In seventy-five per cent. of the cases the bricks would separate. He counted and examined all the beams that fell. Less than eight per cent. were not eaten. This was a small percentage. Witness had seen the remains of the collapsed pillars. No. 6 did not appear to have broken in its weakest point. It occurred to witness when he saw it that the workmen might have cut it out for some purpose or other. The measurement of the pillars reported to him was one foot ten inches by one foot ten, giving an area of 484 square inches. A weight of 120 lb. was bearing on every square inch of the pillars. The average crushing strength of blue bricks was 140 lb. to the square inch; maximum strength, 1750 lb. and minimum 150 lb. to the square inch. Witness would not have used the shoring Mr. Blood said was used. Even with the best Chinese shoring he would put a needle under the cap.

The shoring was up to the average, and was the usual kind used here.

By Mr. Looker—The crushing strains witness gave were obtained from the Cement Works. The inquiry was adjourned to enable the jurors to visit the scene of the collapse.

## MACAO.

(FROM OUR CORRESPONDENT.)

September 6th.

A DECREE RELATING TO FOREIGNERS. The *Boletim Oficial* contains some regulations for putting into force a Decree, dated 24th July 1906, relating to the admission, residence, travel and departure of foreigners in the Colony of Macao. There are 12 articles but the most important are the second and the last. It is declared that foreigners may freely enter Macao and its dependencies, but it is required, with some exceptions, that within three days of their arrival in the Colony they shall present themselves at the Administration do Conselho for the purpose of "legitimising their residence." The exceptions are (1) Chinese subjects; (2) Consular agents; and (3) tourists who are not required to make a declaration unless they intend to make a stay exceeding twenty days. Foreigners now residing in Macao, who have not yet registered according to the decree of July 1906 are notified that, if they do not duly regularise themselves within ninety days, they will render themselves liable to a fine of from 5,000 to 20,000 reis.

THE DECLINE OF THE COLONY. No amount of official explanation will convince the public that the Colony is not in the throes of a crisis. Is it not possible for the *Leal Senado*, as the representative assembly in the Colony, to attempt to get an expression of public opinion by convening a meeting of the leading business men of the Colony to discuss the position? I am sure that such an expression of opinion would be welcomed by H. E. the Governor and would considerably strengthen his hands. If strong representations to the Home Government have become necessary, who but the *Leal Senado* should take the lead in the matter? The loss of revenue from the lottery, owing to the declining prosperity of the Colony, will considerably reduce the income of the *Leal Senado*, and this fact alone ought to open their eyes to the position. All who take any interest in the welfare of the Colony would welcome the lead of the *Leal Senado* in an effort to impress upon the Government at Lisbon the crying need of reform in the administration of the Colony.

OBITUARY. News has reached the Colony of the death of D. Amelia de Borja, the wife of Senhor Custodia M. de Borja, a former Governor of Macao. The death occurred in Lisbon. Mrs. de Borja was not only well known here, but also in Hongkong and Shanghai, and news of her death will be received with deep regret.

NEW CONSOLS RECORD. Lowest price for nearly sixty years. Consols, the premier British security, and the accepted barometer of the national credit, were sold on the Stock Exchange a month ago at 82½—the lowest price recorded for almost sixty years.

All other markets—the American alone excepted—exhibit the same depressing tendency as Consols. It is not so much that there is a heavy pressure by sellers, but there are practically no buyers about. A leading broker said to an "Express" representative: "It is hardly possible to sell \$20,000 of mixed stocks without lowering the price in half a dozen markets."

Several investment brokers report that their clients are only waiting for "bottom to be reached" to come in with substantial orders, but for the moment they are one and all holding aloof. Added to this, the world at large—Governments, municipalities, and individuals—seem to be acquiring an increasing tendency to borrow money and to spend it, and the general inclination is to pay high interest rather than to economise or suspend developments.

The one exception is afforded by the American market, where the expansion of the country's trade and its splendid basic prosperity are more than holding their own against the admitted death of capital required to finance commercial enterprise. Union Pacific, for instance, the barometer of this market, register a rise of 10 points on the account.

LATEST STEAMER MOVEMENTS. The N.Y.K. str. *Aki Maru* (American Line) left Shanghai for this port on the 5th inst, and is expected here to-morrow.

The Boston str. *Tremont* sailed from Manila on 6th inst. morning, and is due here to-morrow at noon.

The N.Y.K. str. *Kagoshima Maru* (Bosch Line) left Singapore for this port on the 6th inst, and is expected here on the 10th inst.

The Indris Line str. *Jadrasanah* from New York left Singapore on 5th inst. at 7 a.m., and is expected here on 11th inst. p.m.

The E. & A. str. *Empire* left Sydney on the 5th inst, for this port via Queensland Ports and Manila.











# APOLLO



THE IDEAL ATHLETE

## SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"Apollo" tells how to avoid wasted effort.

"APOLLO," the Ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. Even "Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that a course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo." "Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvellous benefits they have derived from Phosferine." As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fag.

"APOLLO" writes: "When I left South America, some six years ago, I had a bad attack of Sciatica, which left me prostrated and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over training and unwarmed exertion tires one considerably, and I for the weariness so induced. Phosferine is the only remedy that quickly puts me round, especially when I find it gives relief in the tired feeling, caused by depressing or hot weather. A great deal of brain work falls to me in my journalistic work, and in this, Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me."—June 6, 1906.

# PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Lassitude      Backache      Stomach Disorders      Influenza  
Neuralgia      Mental Exhaustion      Brain-Fag      Headache  
Rheumatism      Premature Decay      Sleeplessness      Hysteria  
Indigestion      Nervous Debility      Exhaustion      Faintness

and all disorders consequent upon a reduced state of the nervous system.

## THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commended by the greatest living physicians.

## The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family  
H.M. the Emperor of Russia  
H.M. the King of Greece  
And the Principal Royalty and Aristocracy throughout the world.  
Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.  
Price in Great Britain, bottles, 1/1, 2/6 and 5/- Sold by all Chemists, Stores, &c.  
The 2/6 also contains nearly four times the 1/1 size.

## USE ONLY and USE ALWAYS

**ATKINSON'S** MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

**EAU DE COLOGNE**

# LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.



## THE FORMALITY FETTER IN THE ARMY.

"There is surely more time wasted in the Army than in any other profession," asserts Ellis Ashmole Bartlett in an illuminating article on military matters in the *Argonaut* of the Nineteenth Century. The article, quotations from which appear below, deals mainly with reforms in the Militia, but points of interest in connection with all branches of the Army and the Auxiliary Forces are touched upon.

Under our present system, in vogue both in Line and Militia, every officer, says the writer, non-commissioned officer, and private is made to rely on the person one grade above him in rank.

To take a hypothetical case. A man wishes to speak to his company officer. He goes to his lance-corporal, who tells the corporal, the corporal tells the sergeant, the sergeant tells the colour-sergeant, and the colour-sergeant speaks to the officer.

"The latter agrees, and the man is marched up by his corporal. Within a certain distance the colour-sergeant takes command of both, makes them halt and stand at attention. Then he salutes and announces to the officer that they are present—a fact perfectly patent to any one not blind.

"The officer asks the man what he requires. The latter is often so numbed and dazed by the rigidity and solemnity of the proceedings that he cannot explain his meaning. The corporal endeavours to do so, but fails for a similar reason. It falls to the lot of the colour-sergeant, who tells the officer.

"We will suppose the man wants to go on furlough, or to hurry off to see a dying wife."

"The officer goes to the adjutant, and the latter to the commanding officer."

"The reply is worked backwards through the various grades until the private eventually hears it from the lance-corporal."

"Now all this absurdity might be saved if it was the custom for the private to address himself direct to his officer. I remember a colour-sergeant saying how impossible it was for a man to give intelligible evidence standing to attention, as all his power of thought is concentrated on keeping the correct position."

"Then, again, what is more absurd than to see a squad of men, in the prime of manhood, carrying a bucket of water or a sack of coal, carefully chaperoned by a non-commissioned officer?"

"In private life a single domestic servant is considered sufficient for this purpose, but amid the pomp and circumstance of a soldier's life not even a bucket of water can be moved except by numbers and with a sacred time-honoured formality."

"How much more attractive could the service be rendered if a little more consideration were given to details! The soldier's life is in many ways an unnatural one. He is always dragged out of bed at a most unreasonable time. Generally in summer it is 5 a.m., in winter 6 a.m. He is up at 5.30 or 6. Thus the most valuable hours of sleep during the years when he most needs them."

"What is the result? The average soldier at forty is worn out and done for. He is old, careworn, and useless for any other job. An antiquated discipline and absurd formality have dulled his intellect; unnatural hours and avoidable hardships have dried up the current of his youth."

"I have seen an entire battalion, living under canvas, aroused at 5 a.m. on a Sunday morning, although there was no parade until 8.15. It was pouring with rain, and there was no shelter except in the tents. But formality prescribes that each man must rise at the sound of the bugle, fold up his bed, and sit on it for the next two or three hours until breakfast, instead of continuing a sleep which would have been of benefit to the health, the temper, and the willingness of all."

"It is just such little matters as these which make all the difference between comfort and discomfort. If troops are to be moved from one place to another, the most handy time is always carefully selected. Why is it that troops are invariably kept waiting? Whether it be a review, a field day, an inspection, or a competition, the men arrive on the ground hours and hours before they can possibly be required."

"There is surely more time wasted in the Army than in any other profession. An army that is hours too early in times of peace will be hours too late in times of war, for both evils are due to defective organization and a lack of common control."

In another part of his article the writer says: "The Militia private comes from the ranks of the unskilled labourer, the casual worker without fixed abode or occupation. The Volunteer battalions are filled with skilled artisans, men infinitely above the Militiaman in the social scale and who never would be content to serve with him in the ranks."

"On the other hand, the Militia officer is usually drawn from a class socially superior to the Volunteer officer. Consequently neither officers nor men care to serve alongside one another in the ranks. If the country is not ripe for the democracy of compulsory service, it certainly will not take kindly to a voluntary levelling of class distinctions."

"The Volunteers are the most democratic force that exists, excepting, perhaps, the French Army of recent years. The officers and men are often friends and neighbours in civil life. Their discipline results from the goodwill which naturally springs from obligations and departures from everyday life voluntarily incurred. The relations between officers and men are very different from what they are in the Line or Militia."—*Evening News*.

## CHURCH SERVICES.

St. Peter's Church, Queen's Road, West-15th Sunday after Trinity. Holy Communion 7.30 a.m. Morning Prayer 11 a.m. Venite, Elvay, Te Deum, Woodward, Benedictus, Trödelbeck, Hymns, 9, 476, 594 and 523; Kyrie, Evening Prayer 6.30. Magnificat, Smart; Verse, Daniel, Hothhouse, Hymns, 11, 47, 523 and 580. The Church launch, *Argonaut*, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 0.30 and 6), returning afterwards. The "Answering Pinnat" is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, etc. provided. Sunday School 10—10.45 a.m.

St. Andrew's, Kowloon. (Robinson Road, near British School.) Sundays:—Holy Communion 1st Sunday in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd and 5th Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m. Children's Service 3 p.m. Sunday School at 4 p.m. on remaining Sundays. Wednesday:—Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the communion service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's Church, Garden Road (Roman Catholic). Mass, Benediction and Sermon in English, at 10 a.m.

## JOINT STOCK SHARES.

Messrs. Vornon & Spuyth say in their weekly share report dated Hongkong 6th Sept., 1907:—Very little business has been transacted during the past week, and rates, with few exceptions, show no material change. Exchange on London close at 2/2-58 T.T., and on Shanghai at 73 T.T. Banks—Hongkong and Shanghai have ruled quiet but steady at \$947½ old, and \$907½ new. London quotes 478 old ex div, and 461 new, 215 paid up. Nationals are unchanged at 351.

MARINE INSURANCE.—Unions have been booked at \$770 down to \$760, at which latter rate, however, there are buyers. North China, after sales at Tls. 75, improved to Tls. 71, but at the latter rate our market closes with small sellers. China Traders continue in request at \$91, but Cuntos and Yangtze are obtainable at quotations.

FIRE INSURANCES.—A sale of Chinas is reported at \$97, but at this rate there are no further sellers. Hongkong continue on offer at \$315.

SHIPPING.—Hongkong, Canton and Macao are unchanged with sellers at \$38. Indos are still in demand at \$39 for the preferred, and \$33 deferred conjointly, but these rates do not apparently tempt holders. China and Manila can still be placed at \$15, and Shell Transports at the improved rate of 45/4 Star Forries (old) have declined to \$20 with sales, and the new issue to \$12 with sellers.

REFINERIES.—China Sugars continue on offer at \$98, and Luzon at \$21.

MIXED.—A fair business is reported in Banks at \$7, and more shares are required for Charbonnages are wanted at \$470 ex the final dividend of Tls. 35 (Coupon No. 13) paid on the 2nd instant in Paris.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have steadily improved with but small sales, at \$105 at which the market closes steady. Hongkong and Whampoa Wharves, after sales at \$95, have declined to \$83 with sellers. Shanghai Docks are easier in the north at Tls. 70, but Shanghai and Hongkong Wharves have firmed up and are now quoted at Tls. 32½.

LANDS, HOTELS AND BUILDINGS.—Yong-kong Lynde continue on offer at \$93, and Kowloon Lynde are now procurable at \$16. Hongkong Hotels are still required for at \$20, but no shares appear to be available at the rate. Humphreys Estates have been booked and more shares are wanted at \$104.

COTTON SPINNS.—Hongkong are on offer at \$11 but without business. Spins are quoted at Tls. 65. Intermediaries at Tls. 52, Laon King Mills at Tls. 9 and of Chong at Tls. 30.

MISCELLANEOUS.—China Bricks have been booked at \$91, and China Providers at \$8.90. Green Island Cement are firm with sales and further by 1 1/2, but with no sellers under \$11. Ropes have improved to \$23 buyers, and China Light and Powers to \$1 with sales and further buyers. Watsons, after sales at \$11 1/2 and \$11 1/4, have declined to \$11 with sellers.

To soothe the Skin smarting under the effects of a tropical sun

## Calvert's Prickly Heat Soap

is specially adapted. Though indispensable in cases of Prickly Heat (whence its name) and other irritation of the skin, it is also popular for bath and general toilet use all the year round, being antiseptic (10% Carbolic), perfumed and refreshing.

Sold by local Chemists and Storekeepers. Made by F. C. Calvert & Co. Manchester, Eng.

## MAKES THE SKIN AS SOFT AS VELVET

Removes all ROUGHNESS, REDNESS, HEAT, IRRITATION, TAN, and SOFT, SMOOTH, and WHITE ALL THE YEAR ROUND. Delightfully COOLING & REFRESHING during the summer. Bottles 1/4, 1/3, and 2/6 each. M. BEETHAM & SON, Cheltenham.

## CLARKE'S B. 41 PILLS.

A warranted cure for all acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

## THORNE'S OLD VAT

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD.

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

### SPECIAL EXCURSION TO MACAO.

TO MORROW (SUNDAY), THE 8th SEPTEMBER

THE Company's Steamship

"HONAM"

WILL DEPART FROM DOUGLAS WHARF AT 9 A.M. RETURNING FROM MACAO AT 5 P.M. TO THE CO.'S WHARF.

LUNCHEON AND REFRESHMENTS SUPPLIED ON BOARD

POPULAR EXCURSION RATES AS USUAL

CHILDREN under 12 Years HALF-PRICE

NO CHITS will be accepted and Servants' Passage must be paid for.

The S.S. "SUI-AN" and "SUI-TAI" will not run on Sunday.

W. B. CLARKE, Secretary.

1451

Hongkong, 4th September, 1907.

MASTERS, Ltd., have you a little extra and supply you with a better article than you can buy elsewhere. We are makers of **ENGAGEMENT AND DIAMOND GEM RINGS.** Here is a specimen of our MARVELLOUS VALUE 60/- No. 1. Rules, Centres and Diamonds. Set in Solid 18ct. Gold. Price 60/- Or send 20/- now and pay 20/- when you receive the Ring. We guarantee safe delivery to any part of the world.

**CATALOGUE** of Watches, Rings, &c., Post Free.

SOLD GOLD INITIAL RING. Here is a specimen of our MARVELLOUS VALUE 60/- No. 1. Rules, Centres and Diamonds. Set in Solid 18ct. Gold. Price 60/- Or send 20/- now and pay 20/- when you receive the Ring. We guarantee safe delivery to any part of the world.

MASTERS, Ltd., 38, Horse Street, N.Y.E. England.

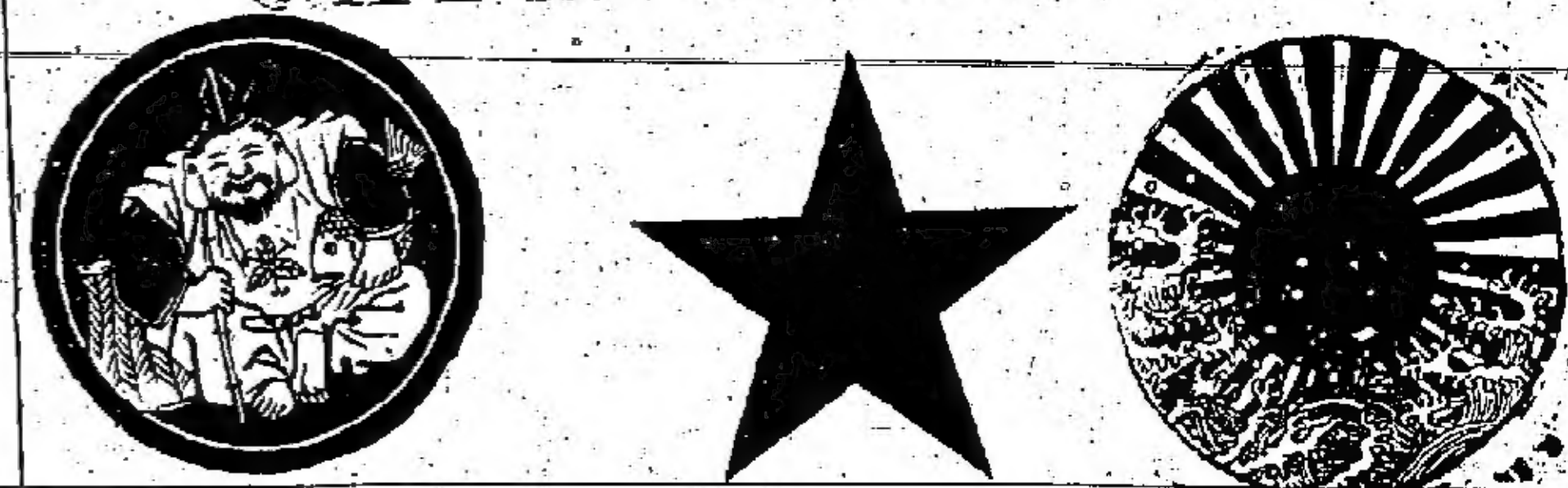
When buying Lime Juice Buy the Best.

## "Montserrat" Lime Juice.

"MONTSERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink. Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—Unsweetened, i.e. Plain Lime Juice; Sweetened, i.e. Lime Juice Cordial. Agents—A. S. WATSON & Co., Ltd., Hong Kong.

## JAPANESE BEER.



"YEBISU" "SAPPORO" "ASAHI" AND A NEW BRAND OF SPECIAL LIGHT BEER "PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions. The largest demand in the whole of Japan. Quality speaks for itself. PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA, SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

By Royal Warrant to His Majesty The King.

# BOVRIL

is an excellent tonic, bracing the system when everything else fails.

Try a little milk in your hot Bovril.



## SHIPPING.

## ARRIVALS.

FAUNANG, British str., 1410, H. S. Malkin, 5th September—Hong Kong 3rd Sept. Coal—Jardine, Matheson & Co.  
KNIVSTEN, German str., 646, P. Heintz, 6th Sept.—Macao 6th Sept. General—Jensen & Co.  
PROGRESS, Norw. str., 1471, The Schjewis, 6th September—Sundsten 31st August, Timber—Order.  
SATSUMA, British str., 2430, Armstrong, 6th September—Koolung 4th Sept. General—Dodwell & Co.  
SIGNAL, German str., 307, G. Schliker, 6th September—Pakhoi and Hoihow 5th Sept. General—Jensen & Co.  
STORK, Norwegian, Danish ex-steamship, 376, H. C. A. Petersen, 6th Sept.—Cruise 23rd Aug. & Shanghai 1st Sept. N. 27, C. 1.  
TAIKONAN MARU, Japanese str., 1994, T. Fuku, 6th Sept.—Kochi 1st Sept. Coal—Mitsui Bussan Kaisha

## CLEARANCES

At the Harbour Master's Office, 6th September.  
China, American str., for San Francisco.  
Gregory, American, British str., for Shanghai.  
I. Dederichsen, German str., for K. C. Wan.  
Mormon, British str., for Europe & Co.  
Pera, British str., for Shanghai.  
Tamba Maru, Japanese str., for Shanghai.  
Zetia, British str., for Manila.

## DEPARTURES

CHIEFMAN, British str., for Canton.  
DELTA, British str., for Shanghai.  
FOOTING, British str., for Pechow.  
FORESTDALE, British str., for Soratay.  
FRITHJOF, Norwegian str., for Swatow.  
HAMBURG, German str., for Singapore.  
HAINAN, British str., for Swatow.  
KUMANO MARU, Japanese str., for Manila.  
STANDARD, Norwegian str., for Saigon.  
WYNNER, British str., for Calcutta.  
YUENSANG, British str., for Manila.

## SHIPPING REPORTS.

The British str. *Pennang* reports: Moderate to fresh N.E. wind, equally and moderate N.E. sea.

## VESSELS IN DOCK.

September 6th.  
ABERDEEN DOCKS.—*Rubi*.  
KOWLOON DOCK.—*Vereley*, H.M.S. *Flora*.  
Tientsin, Dragon, Pochattan.  
COSMOPOLITAN DOCKS.—

## VESSELS ON THE BERTH

## FOR VLADIVOSTOCK

THE Steamship  
"VINE BRANCH"  
will be despatched as above on or about 10th September.  
For Freight and further particulars apply to  
DODWELL & CO., LTD.  
Agents.  
Hongkong, 7th August, 1907. 1304

NAVIGAZIONE GENERALE ITALIANA.  
(Florida and Rubaltino-United Companies.)  
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO, Cebu and Davao, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship  
"ISCHIA."  
Captain Dini, will be despatched as above on WEDNESDAY, the 11th Sept., at Noon. At Bombay the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 30th August, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUZ and PORT SAID.  
Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship  
"VORWAERTS."  
Captain B. Bednarz, will be despatched as above on or about FRIDAY, the 21st September. This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.  
For information as to Passage and Freight apply to  
SANDER, WIEBER & Co., Agents, Prince's Buildings.  
Hongkong, 31st August, 1907. 3

TOYO KISEN KAISHA.  
SOUTH AMERICAN LINE.  
Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).  
With option to Call at Mexican and other Coast Ports.  
Steamers  
"KARATO MARU" ..... 6,100 Mid. of Oct.  
"KATHARINE PARK" ..... 5,000 End of Nov.  
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.  
K. MATSUDA, Manager, York Building.  
Hongkong, 3rd September, 1907. 10

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "H." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.  
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	MARSHALL	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & C. VIA SINGAPORE, & C.	CLYON	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 11th inst.
MARSEILLES & C. VIA PORTS OF CALL.	TOURANE	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 17th inst., at 1 p.m.
MARSEILLES & C. VIA COPENHAGEN	TOURANE	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 17th inst.
HAVRE & HAMBURG VIA STRAITS, & C.	ELAVONIA	Ger. str.	k.w.	W. W. Sander	MELCHERS & CO.	On 22nd inst.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON & C.	REHMANIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 19th October.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	REHMANIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 11th October.
TRIESTE & C. VIA SINGAPORE, & C.	HOHENSTAUFEN	Ger. str.	k.w.	E. Malchow	MELCHERS & CO.	On 30th October.
NEW YORK	KOSTROMA	Rus. str.	—	B. Bednarz	SANDER, WIEBER & CO.	About 20th inst.
BOSTON & NEW YORK	KOSTROMA	Rus. str.	—	B. Bednarz	SANDER, WIEBER & CO.	On 14th inst.
VANCOUVER VIA SHANGHAI JAPAN, & C.	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst.
CALLAO & IQUIQUE VIA JAPAN PORTS, & C.	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 11th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 20th inst., at 4 p.m.
AUSTRALIAN PORTS VIA TIKOR, PERT DARWIN & C.	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 12th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 28th inst., at 5 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-day, at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 12th inst., at Noon.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	About 10th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	About 18th October.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	Quick despatch.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-day, at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 9th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	About 6th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-day, at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-day, at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-morrow, at 9 a.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	About 10th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-morrow, at 10 a.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-day, at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 17th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 9th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	To-day.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 10th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 14th inst., at 4 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 11th inst., at Noon.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 16th inst., at 1 p.m.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	On 13th inst., at Noon.
YOKOHAMA AND KOBÉ	CHANGHAI	Brit. str.	—	—	DODWELL & CO., LTD.	Quick despatch.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and double Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to  
HONGKONG, 28th August, 1907.  
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## EAST ASIATIC CO., LTD.

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ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"FRANQUEBAR"	On 17th September.
YOKOHAMA and KOBÉ	"INFLEX"	On 24th September.

For Further Particulars, apply to  
HONGKONG, 4th September, 1907.  
MELOHRS & CO., AGENTS.  
9

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI VIA SWATOW	"CHOYANG"	Saturday, 7th Sept., 4 p.m.
TIENTSIN	"CHIEHSHING"	Saturday, 7th Sept., 4 p.m.
SHANGHAI	"YATSHING"	Tuesday, 10th Sept., 4 p.m.
MOJI	"WINGSANG"	Tuesday, 10th Sept., 4 p.m.
MANILA	"LOONGSANG"	Friday, 13th Sept., 4 p.m.

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Hongkong to Singapore 1st Class, Single \$ 65.  
Penang " " " " " 55.  
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These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
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OUTWARD.  
FOR SHANGHAI, KOBÉ, YOKOHAMA.  
HOHENSTAUFEN ... 1st October  
SIERRA ... 2nd November

HOMEWARD.  
FOR THE STRAITS, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.  
HAMBURG ... 4th September  
REHMANIA ... 2nd October  
HOHENSTAUFEN ... 30th October

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:  
SUEVIA ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 14th Sept.  
BRISGAVIA ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 28th Sept.  
HOHENSTAUFEN ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 1st Oct.  
SENEGAMBIA ... FOR SHANGHAI, KOBÉ & YOKOHAMA ... 15th Oct.

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SLAVONIA ... HAVRE, BREMEN & HAMBURG ... 22nd Sept.  
REHMANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 2nd Oct.  
HOHENSTAUFEN ... HAVRE & HAMBURG ... 19th Oct.  
HOHENSTAUFEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct.  
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KOWLOON ... FOR TIENTSIN, NAGASAKI & VLADIVOSTOK ... 9th September.  
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## BOSTON STEAMSHIP COMPANY.

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Steamers	Tons	Captain	Sailing Date
TREMONT	2,666	T. W. Garlick	On 12th September.
SUVERIC	2,225	W. Shotton	On 1st October.
KUMERIC	2,225	D. Baird	On 15th October.
SHAWMUT	2,666	E. W. Roberts	On 6th November.

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Hongkong, 3rd September, 1907. 7

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E. A. HEWETT, Superintendent.  
Hongkong, 7th September, 1907. 1

## REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.  
FOR NEW YORK.  
S.S. "SATSUMA" ... 7th Sept.  
FOR BOSTON AND NEW YORK.  
S.S. "GLAZIER" ... 14th Sept.  
S.S. "SIKH" ... 5th Oct.  
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Hongkong, 22nd August, 1907. 1226-1254

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## THE Steamship

"TOURANE"  
Captain Lancelotti, will be despatched for MARSEILLES, on TUESDAY, the 17th September, at 1 p.m.

This Steamer connects at Colombo with the Australian line s.s. "Armand Béhic," bound for Marseilles via BOMBAY and Aden.

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Cargo also booked for principal places in Europe.

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S.S. "NERA" ... 15th Oct.  
S.S. "YAREA" ... 29th Oct.  
S.S. "ERNEST SIMONS" ... 12th Nov.  
S.S. "TONKIN" ... 28th Nov.  
S.S. "POLYNESIE" ... 10th Dec.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 4th September, 1907. 2

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FOR SYDNEY AND MELBOURNE, Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

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FOR ODESSA.

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[illegible]











銀價海上 Shai Snt L.—Peara American lb 165

梨沙	Sa Li—Pears, Shanghai.....	—
紅柿	Hung Tsai—Persimmons large.....	8
梨紅	Eung Li—Plums, Swatow.....	6
蘋果	Pun Ti Po Lo—Pineapple.....	10

滑大	Tai Tsai—Plantains, .....	2
鴨嘴	Luk Yau—Pumelo, Amoy, .....	1
鴨嘴	Chim Lo Luk Yau—Pumelo, Siam, .....	10
鴨嘴	San Hop To—Walnuts, Fresh, lb, .....	5
鴨嘴	Hop To—Walnuts, Green, ....	12
鴨嘴	Shanghai Lo Yau— VEGETABLES, etc.	
竹	Yi Shanghai Ya Chi Chuk— Artichokes, Shanghai, .....	
菜	Loong So Tsui—Asparagus, .....	
菜	Chuk Sun—Bamboo Shoots, .. lb.	
菜	Tai—Beans, Sprout, .....	
菜	Tau Koo—.....	
菜	Min Tak—Brow, .....	
菜	Pin Tau—French, Sh'hi, .....	
菜	Mo—Bun Tau—Buns, .....	
	Maao (French) .....	
菜	Hung Tsui Tsui—Butter, .....	
菜	Kau Sun—Bamboo Shoots, .....	
菜	Tsing Ko—Brinjals, .....	
菜	Yuen Ka—.....	
菜	Pak Tsui—Brinjals, .....	
菜	Chuk Sun—Bamboo Shoots, .....	
菜	Kai Tsui—Cabbage, Chinese, .....	
菜	Shai Kai—Cabbage, Shanghai, .....	
菜	Kau Sun—Carrots, .....	
菜	Ye Tsui Fa—Cauliflower, .....	
菜	Tai Tsui Fa—..... Large Size, .....	
菜	Chung Ye Tsui Fa—Cauliflower, .....	
	Mud. Size, .....	

菜芹	Yung Can Tsai - Celery, China	16
成苦	Fu Kwa - Bitter Squash	5
鹹辣乾	Kon Lat Chin - Chilies, Dried	6
鹹辣乾	Tsing Lat Tsui - Chilies, Green	6
鹹花紅	Hung Fa Tsui - Chilies, Red	6
成香	Tsing Kwa - Cucumbers	1
豆豉	Ka Li Tsui Lin - Soybean Paste	

頭骨	English	.....	31
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頭骨	Lô Keung	.....	31
頭骨	Ts'ing Keung	.....	31
頭骨	Tsing Tau	.....	31
頭骨	Kak Lik	.....	31
頭骨	Suk Mai	.....	31
頭骨	Yeung Shang Ts'oi	.....	31
頭骨	Mush Melon	.....	31
頭骨	Shang Ts'ô Ku	.....	31

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鹹菜	Yung Ts'ang Tsau—Onions, B'day,	6
鹹菜	Shang Ts'ang—Onions, Green	4
鹹菜	Xai Pan Tsung Tau—Onions,	
	Japanese	
鹹菜海上	Shanghai Ts'ang Tsau—Onions,	
	Shanghai	5
茄毛	Mó ka—Okroos	
菜花	Yeuq Yuen Si—Parsley, Eng-	
	bundle	per lb (\$1.8)
什薯粥	Foochow Shu Tsai—Potatoes,	
	Foochow	lb. 3
什薯粥	Shanghai Shu Tsai—Potatoes,	
	Shanghai	lb. 3

仔薯本日	Yat Pun Shu Tsai - Potatoes,		
	Japanese .....	"	3
仔薯門日	O Mun Shu Tsai - Potatoes,		
	Macao .....	"	6
仔薯波花	Fa Ko Shu Tsai - Potatoes,		
	American .....	"	—
薯甘	Fan Shu - Potatoes, Sweet .....	"	3
瓜皮	Tung Kwa - Pumpkin .....	"	2
菜仔紅	Chu Tsai Tsai - Purslane .....	"	3
	Chun Tsai Tsai .....		

紅豆	Nung Lo Pak Tsai - Cashew .....	—
菜花	Yé Ts'oi - Cabbage Root .....	—
蒜	Kin Ts'ung Tsai - Shallots .....	lb. 7
菜	Yin Ts'oi - Spinach .....	—
蒜	Fa Tsai - Fava .....	4
蒜	Fak Ke - Peas .....	7
蒜	Lo Pak - Spinach Chinese .....	5
角	Pau kok .....	5
豆	Lir Ngau - Lily Root .....	—
芽	Young Lo Pak - Turnips, Eng. .....	5
菜	Teit Tsai - Cress .....	—

馬蹄	Water Chestnuts	—
馬蹄	Common	7
馬蹄	Kwai Lun Ma Tai—Water	—
馬蹄	Chestnuts, Mandarin	7
馬蹄	Sai Yung Tai—Water	—

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Hongkong, 18th May, 1904.

For the Concerned, at 10A, Des Voeux Road  
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Hongkong, 18th May, 1904.

Printed and Published by BRETRAM A. HALE for the Concerned, at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.